GENERAL DEMOLITION NOTES

1. Design Specifications:

AASHTO "The Manual for Bridge Evaluation, 2011" and these General Demolition Notes. When a conflict occurs, these notes shall govern. The analysis and demolition sequence of the existing Bridge shall be based on Allowable Stress Design (ASD) and operating level only.

2. Wind Load:

Windward pressure = 40 psf Leeward pressure = 20 psf Caltrans "Bridge Design Specifications (BDS), 2004" shall be followed to determine the wind effect, except the wind pressure shall be used as specified above. The wind pressure acting at skew angles as listed in Section 3.15.2.1.1 of BDS may be scaled down accordingly.

3. Existing Structural Steel (ksi):

Steel Type	Nickel	Car	bon	Silicon	Heat Treated	
		Medium	Mild		Hear Treated	
Min. Fu	90	62	55	80	80	
Min. Fy	55	37	30	45	50	

For eye bars, allowable tension shall not exceed 0.6F, on gross section nor 0.5F, on net section.

Where the material is not otherwise specifically designated on as-built plans, Medium Carbon Steel was used.

4. Existing Connections:

a. Existing Rivets (ksi):

Shear:

Carbon Steel Rivet Allowable = 15 Manganese Steel Rivet Allowable = 20

Bearina:

Carbon Steel Rivet Allowable = 30 Manganese Steel Rivet Allowable: For Carbon Steel = 30 For Silicon Steel = 38 For Nickel Steel = 45

b. Existing Bolts: ASTM A325

5. Existing Reinforced Concrete (ksi):

Concrete: $f'_c = 3$ Reinforcing Steel:

 $f_y = 33$ (Original light weight upper deck)

 $f_y = 60$ (Reconstructed lower deck)

- 6. For material not listed, refer to original document "SAN FRANCISCO -OAKLAND BAY BRIDGE, Notice to Contractors, Contract and Specifications, Proposal and Contractors Bonds, Contract No. 7 SUPERSTRUCTURE - EAST BAY CROSSING" and previous reconstruction as-built plans.
- 7. Adequate strength and stability of the structure or partially demolished structure shall be maintained throughout the demolition process. Depending on demolition sequence and equipment used, existing structure members and connections may require strengthening and / or supplemental bracing.
- 8. Locked-in forces in members due to previous erection sequence shall be considered in dismantling procedures. Members under stress shall be unloaded to a level that will not result in a sudden redistribution of member forces or excessive displacement.

9. Live Load Impact Factors:

Normal construction equipment shall have a 30% impact factor applied, while equipment such as ram hoes that are subject to vibration shall have 50% impact factor. An impact factor of 100% shall be applied to the pick weight of cranes if the pick weight is lowered down to a barge, otherwise an impact factor of 30% shall be used. For any Truss Span lowering system, apply a 100% impact factor to the weight of the Truss Span following disconnection from the Supports.

10. For thermal forces, a temperature difference of plus or minus 30 degrees Fahrenheit from ambient temperature of 60 degrees Fahrenheit shall be considered.

11. Load Combinations:

The following load combinations shall be used.

FACTORS FOR SERVICE LOAD DESIGN

GROUP	GAMMA	BETA FACTORS												
GROUP	FACTOR	D	L+I	CF	E	В	SF	w	WL	LF	Ps	R+S+T	ICE	EL
I	1.0	1	1	0	0	0	0	0	0	0	1	0	0	1
ΙΙ	1.0	1	0	0	0	0	0	1	0	0	1	0	0	1
III	1.0	1	1	0	0	0	0	0.3	1	1	1	0	0	1
IV	1.0	1	1	0	0	0	0	0	0	0	1	1	0	1
V	1.0	1	0	0	0	0	0	1	0	0	1	1	0	1
VI	1.0	1	1	0	0	0	0	0.3	1	1	1	1	0	1

L: Construction live loads consist of two components: 1) actual weights of equipment such as cranes, manlifts, excavators, dump trucks, and 2) a distributed load of 10 psf on deck surfaces to account for miscellaneous minor items.

EL: locked-in forces due to erection sequence used to construct bridge.



Elevations shown are based on NGVD 1929, unless shown otherwise.



APPROXIMATE TIDAL SUMMARY (BASED ON MLLW = 0)				
TIDE LEVEL	ELEVATION (f+)			
Highest Observed Water Level (EHW)	8.6			
Mean Higher High Water (MHHW)	6.2			
Mean Tide Level (MTL)	3.4			
NGVD 1929	2.6			
Mean Lower Low Water (MLLW)	0			
Lowest Observed Water Level (ELW)	-2.0			

Contractor shall verify tidal elevations prior to beginning work.



Mary Beall

Mary Beall

Mary Beall

Yong Pil Kim

. Carlo Cancino

, Yona Pil Kim

14. Coordinates, distances, and bearings are based on 1933 as-built plans.

STATE OF

CALIFORNIA

DEPARTMENT OF TRANSPORTATION

TREPLACED PER ADDENDUM No. 1 DATED OCTOBER 28, 2014

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SF,Ala

06-09-14

PLANS APPROVAL DATE

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YONG PIL KIM

Exp. 06-30-16

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C48365

03-20-14

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

SAN FRANCISCO-OAKLAND BAY BRIDGE EAST SPAN SEISMIC SAFETY PROJECT

504' AND 288' SPANS DEMOLITION

GENERAL NOTES

PROJECT NUMBER & PHASE: 0412000608. 1 CONTRACT NO.: 04-013521

UNIT: 3593

DESIGN BRANCH 8

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

DESIGN

DETAILS

QUANTITIES

FILE => 33-0025 b-gen-notes.add

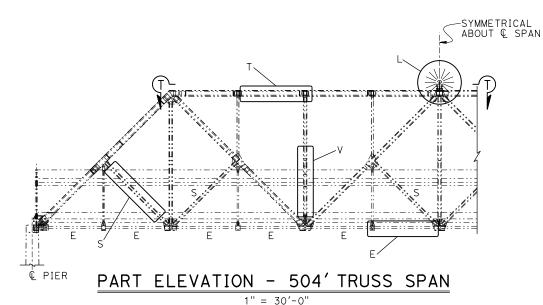
DIVISION OF ENGINEERING SERVICES BRIDGE NO.

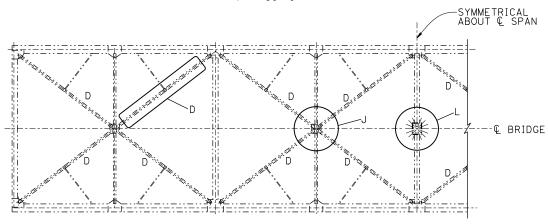
33-0025

POST MILE

8.6/1.2

DISREGARD PRINTS BEARING EARLIER REVISION DATES





 $\frac{\text{VIEW }T-T}{1"=20'-0"}$

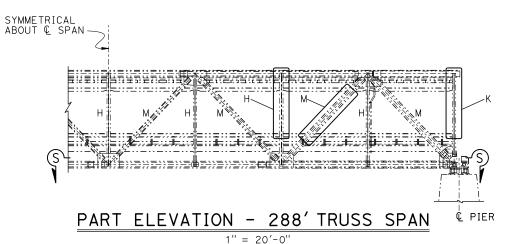
504' TRUSS SPAN

TABLE OF BRIDGE ELEMENTS TO BE SALVAGED - GROUPS A, B & C

LEGEND	DESCRIPTION OF	LENGTH	NO. OF UNITS				
	THE ELEMENT	(f+)	GROUP A	GROUP B	GROUP C		
L *	Warning light and platform	N/A	2	3	0		
T *	Top chord with manhole unit	30′±	2	5	0		
V *	Vertical Strut	30′±	5	20	0		
J *	Top Joint Knuckle	5′ radius	5	10	0		
D *	Top Diagonal Brace	40′±	50	25	0		
S *	Side Diagonal Truss Member	40′±	10	20	0		
C *	Pier Column	30′±	4	15	0		
E▲	Eye Bar	20′±	0	5	10		
- X	Rivets (1" min shank)	N/A	1000	1000	0		

TREPLACED PER ADDENDUM No. 1 DATED OCTOBER 28, 2014

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)



-SYMMETRICAL ABOUT € SPAN

288' TRUSS SPAN

TABLE OF BRIDGE ELEMENTS TO BE SALVAGED - GROUP C

_	_ 0, 0	MIDOL LLLMLINIO TO BL	0/12 //1022	0110
	LEGEND	DESCRIPTION OF THE ELEMENT	LENGTH (f+)	NO. OF UNITS
	Н	Inner vertical truss member	20′±	4
	М	Side diagonal truss member	20′±	4
	K	End vertical truss member	20′±	4
	В	Bottom diagonal bracing	20′±	4

DESIGN

DETAILS

Yong Pil Kim

. Carlo Cancino

Yona Pil Kim

- 1. Bridge elements indicated with bubbles and legends are typical of each type. Potential salvageable elements are marked with respective legends.
- 2. Group A : Cleaned and delivered to Gateway Park Group. Group B : Cleaned and stored for Oakland Museum of CA Group. Group C : Saved as is, without cleaning for Caltrans Toll Bridge Maintenance Group.

LEGEND:

Mary Beall

Mary Beall

снескер Mary Beall

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

----- Indicates existing

- One eyelet to remain with the member.
- Denotes bridge elements to be blast cleaned. STATE OF

CALIFORNIA

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES BRIDGE NO. 33-0025 33-0025 DESIGN BRANCH 8 POST MILE

TOWER E5 TO E8 TRANSVERSE ELEVATION

NOTE: THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

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06-09-14

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€ BRIDGE

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SAN FRANCISCO-OAKLAND BAY BRIDGE East span seismic safety project

504' AND 288' SPANS DEMOLITION

8.6/1.2

FILE => 33-0025_e_brelement.add

No Scale

SALVAGE BRIDGE ELEMENTS

UNIT: 3593 PROJECT NUMBER & PHASE: 0412000608, 1 CONTRACT NO.: 04-013521

